

1-12. (CANCELED)

13. (PREVIOUSLY PRESENTED) An automatic transmission comprising:

a plurality of shift control elements (A, B, C, D, E; F, G, H, I, K, L, M) and gearwheels (2, 3; 28 to 33) which can be engaged by means of the shift control elements to form a power flow through the transmission;

a transmission ratio established by closing at least one of the shift control elements (A to E; F, G, H, I, K, L, M); and

a first group of the shift control elements (B, C, E; F, G, H, K), which are engaged for an up-shift, are frictional shift control elements, and a second group of the shift control elements (A, D; L, M), which during the up-shift constitute only a shift control element to be disengaged, are positive-locking shift control elements.

14. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 13, further comprising at least one of a planetary gearwheel assembly (2, 3) and a spur gear stage (28 to 33).

15. (CURRENTLY AMENDED) The automatic transmission according to claim 13, wherein the up-shift can be carried out as a ~~change-under-load~~ powershift.

16. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 13, wherein the positive-locking shift control elements (A, D; L, M) can be closed to transmit torque in both rotation directions.

17. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 13, wherein at least one of the positive-locking shift control elements (A and D; L and M) is made as a claw coupling.

18. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 13, wherein at least one of the positive-locking shift control elements (A and D; L and M) is made as a synchromesh device.

19. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 13, wherein the positive-locking shift control elements (A and D; L and M) can be actuated mechanically or hydraulically.

20. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 13, wherein at least one of the plurality of shift control elements (C, D) is made as a brake.

21. (CURRENTLY AMENDED) The automatic transmission according to claim 13, further comprising at least one multiple-shaft planetary transmission (2, 3), at which one of a power ~~branching~~ split and a power summation takes place, so that a defined transmission ratio can be established.

22. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 21, wherein the at least one multiple shaft planetary transmission (3) is formed as a dual planetary gearwheel assembly.

23. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 13, wherein the shift control elements (B, C, E; F, G, H, I, K) which are engaged during a traction up-shift and are disengaged during a traction down-shift, are formed as frictional shift control elements.

24. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 13, wherein at least one of the frictional shift control elements is provided as a starting element.